

DEMOCRATIC NOMINATIONS.

FOR GOVERNOR, FRANCIS R. SHUNK, of Allegheny co.

CANAL COMMISSIONER, MORRIS LONGSTRETH, of Montgomery co.

WHIG NOMINATIONS.

For Governor, JAMES IRVIN, of Centre co.

Canal Commissioner, JOSEPH W. PATTON, of Cumberland co.

We acknowledge the receipt of No. 10 of "The Treasury of History," published by Daniel Adee, 107 Fulton-street, New York, and No. 13 of "Chambers' Cyclopaedia of English Literature," published by Gould, Kendall & Lincoln, 59 Washington-street, Boston—both of which we cheerfully commend to the patronage of the public.

"Blackwoods Edinburgh Magazine" for June, comes to us richly freighted with good things. The reputation which this periodical has built up and sustained in Europe is a pretty sure evidence of its intrinsic merits. The American edition, an exact re-print, is published by Messrs. Leonard Scott & Co., 79 Fulton-street, corner of Gold, New York, at \$3.00 per volume.

HOUSE BURNED.—We are informed that the dwelling house of Mr. David Bushnell, in Rush township, was entirely destroyed by fire on Tuesday morning last. We have not learned how the fire originated, nor the extent of the loss. At this season of the year when framed buildings are as dry as tinder, too much care cannot be taken to prevent their destruction by fire.

THE NORTH BRANCH CANAL.

We this week publish the Report of Wm. B. Foster, jr., of a late re-survey of the unfinished part of the North Branch Canal, made under the direction of the Company. It will be seen that Mr. Foster estimates the amount necessary to complete the line to Athens, Bradford co., at \$1,006,037 00; he also gives a most flattering and we believe just estimate of the probable dividends the Company will receive on the completion of the line.

The importance of a speedy completion of the N. B. Canal has been so frequently brought to the attention of the People and Legislators of our State, and the great benefits that would accrue on such completion are so well known, that it would seem almost superfluous to reiterate them; yet the able report of Mr. Foster presents the whole matter in so clear a light, that its interest will amply excuse the space it occupies in our columns.

The project of connecting the North Branch Canal with the N. Y. & Erie Railroad, thus opening a direct channel to the New York and Eastern markets for the coal and iron of the Susquehanna valley, is one which, at this time, commands considerable attention. Of the speedy completion of the N. Y. & Erie Railroad, at least as far as Binghamton, N. Y., there is now no doubt; it remains to be seen whether the Canal Company will push their work so far that a Railroad connection with that improvement, at some point, may become practicable.

Partizan Candidates.

The Bradford Reporter of last week in one column publishes the letter from Gen. Taylor to the Cincinnati Signal, and in another column says: "But whether Gen. Taylor will countenance such a scheme of rascality, (running as the candidate of the People, irrespective of party,) there can be but one opinion—it seems to us that he will promptly rebuke the conspiracy." It seems then, according to the Reporter, that Gen. Taylor's own determination to have nothing to do with the manoeuvres and corruptions of party, is a piece of "rascality"—that the "old man," notwithstanding his devotion to his country, notwithstanding his having bared his breast to the bullets and bayonets of a foreign foe, is still a "rascal!" And why? Simply because, having been annoyed with the importunities of this clique and that faction to become the candidate of such and such a party, he has had the patriotic firmness to give them all a cold shoulder, by peremptorily refusing to be the candidate of any "party or clique."

There are partizan journals that can not see any patriotism or purity outside the pale of party—they can not see that any demonstration of the great mass of the People, which has not the sanction of party guardians, is anything but "rascality"—"a conspiracy." But these pure patriots watch with less zeal the vaunted principles of their party than they do the movements of the People, lest they should steal a march upon their leaders. A more potent talisman than the principles which they profess to cherish prompts them to draw strict party lines—Fat offices are to be filled—the five loaves and two fishes are to be distributed among the ten thousand, all told—and if a breach occurs in the tightly stretched lines that divide party and the People, there is no

knowing upon whom the mantle may fall. Hence their anxiety to preserve those lines unbroken and unslackened—the inner temple, where the spoils are distributed, must not be polluted with the harsh tread of the Democratic multitude. If Gen. Taylor, as one of the People, without the aid of caucuses, committees, secret circulars and all the machinery of party organization, should be called "by the spontaneous action and free will of the nation at large" to the Chief Magistracy of the Union, the precedent would be a death-knell to the hopes of those cormorants who have thought, from fidelity to party only, they would be enabled to riot in the spoils of office.

It is very true that the principles of a candidate should be clearly avowed and distinctly understood, that the People in depositing their votes may know what they are about; yet it will not be denied, that among the gaunt and grasping office-seekers of party, instances are not rare where the practice of the officer has been very different from the promises of the candidate. That political integrity is as requisite in a public officer as capability seems to have been forgotten in the desperate struggles of party for the ascendancy. It is of little consequence to the great mass of the People to what party a candidate belongs, or what principles he may profess, so long as they have no sure guarantee that he will not prove faithless to his trust and his promises. The People want to know the man as well as his principles.

The various movements which have bro't Gen. Taylor's name forward for the Presidency have been so much like the floor-orders of a dancing master, "forward two," "back again," "cross over," &c., that we scarcely know what to think of them. Democrats claim him, Whigs claim him, and by each of them, in primary meetings, his name has been brought forward—we can only liken it to a general mixing of waters, preparatory to a grand rush and roar, which shall safely land the old hero in the Presidential chair. But we can understand his late letters—they are too emphatic to admit of a quibble—and for the noble sentiments they contain we honor him quite as much as we do for his heroic conduct on the battle-field.

GEN. SCOTT'S ADVANCE.—The intelligence from Mexico, which we publish to day, renders it very uncertain that the anticipated revels in the Halls of the Montezumas occurred on the 4th of July. Scott, on the 30th ult, was still at Puebla, about 80 miles from the city of Mexico, waiting reinforcements under Cadwalader and Pillow, on the road. Some of the papers state that the former had arrived at Puebla on the 30th ult. He was at Perote on the 20th ult, which is 80 miles from Puebla waiting for Pillow's arrival, who had to fight the guerrillas at every step until he passed Cerro Gordo.—The force under Scott was about 6000 men. The two Generals on the road would add 3000 to the number, making a force of 9000 men to march into the city of Mexico. On the 29th ult. there were at Vera Cruz in camp 2500 men, who were to march in a few days to join Gen. Scott. Some of the Mexican journals are making merry at the idea that Scott will be disappointed in taking his 4th of July dinner in their capital. It will only be postponed for a few days; but that will give him a better appetite for it when it does take place.

Mr. Kendall, writing from Puebla on the 3d ult, says:—"All the talk now is of peace, immediately with the great Mexican nation, and those who talked but a short week since of reveling in the halls of the Montezumas now appear to think they are just about as near the aforesaid halls as they ever will be. What the propositions are that have been made to the Mexican Government few here know; but what with British interference, and the timidity of the Mexican leaders they have evidently been listened to.

WELCOME RAIN.—For the past few days the atmosphere has been at a scorching heat, the earth parched, and the streets and roads filled with dust; but this (Wednesday) morning an ever-mildful Providence has showered upon us a plentiful and reviving rain. The crops in this county generally look well, and promise a more than usually abundant harvest.

The Chicago Convention.

The long talked of Convention for the improvement of Western Harbors and Rivers assembled at Chicago on the 5th inst. Delegates appeared from nearly all the States and Territories, which shows pretty clearly that public feeling is awakened to the importance of developing the indefinite resources of the giant West. Hon. Edward Bates, of Missouri, was chosen to preside over the Convention, assisted by a large number of Vice Presidents and Secretaries. Letters were read from Mr. Van Buren, Henry Clay, Silas Wright, Thomas H. Benton, Lewis Cass, and other distinguished gentlemen, all of whom had been specially invited, but were prevented from attending.—There seemed to be great unanimity of feeling among all with regard to the avowed object of the Convention. Messrs. Benton and Wright, in their letters, discussed the subject somewhat at length, each contending that the improvement of Western Harbors and Rivers was strictly within the jurisdiction and under the control of the Federal Government. The Convention was addressed by several of the Delegates, and the whole proceed-

ployed for manufacturing purposes, anthracite is used in connection with it. Its consumption in Buffalo is increasing, and the reason why it is not more extensively used, is its high price, now beyond the reach of most of our citizens. If the Pennsylvania North Branch Canal be extended to the New York improvements, coal could then be sold here at a profit of \$6 50 per ton.

In consequence of the superiority of this species of coal in many branches of manufactures, as well as for the ordinary purposes of fuel, it is difficult to set any limits to the probable extent of its consumption. An intelligent iron-master of Monmouth county, New Jersey, in a late publication describing the "iron-mountain" of Missouri which he had visited, mentions that he saw Pennsylvania anthracite used at Springfield, Illinois, one hundred miles north of St. Louis, which cost two cents per pound, or 44 80 per ton; and used too, by a "practical man," with advantageous results.

At present, in Western New York, and throughout the thriving and populous region bordering on the great lakes, anthracite coal is not in use, except in carrying on a few branches of manufactures. Yet no country needs a substitute for wood, as fuel, more than this. Twenty years since, Governor Clinton, with characteristic sagacity, lamented the falling forests of that beautiful and fertile region, and pointed out the necessity of securing an access to the mineral coal of Pennsylvania. There is now no avenue through which an adequate supply can be procured; but the object is at once attained.—This done, and we could at the very least, supply all the country west of Utica, inclusive, comprising a geographical area of more than one half of the State of New York. There being no duty on this description of coal in Canada, it would be introduced there, and find its way through the Welland canal, upon all the upper lakes. I have no doubt when this work shall be completed, Pennsylvania anthracite could be delivered in Buffalo for \$5 50 per ton, and at Oswego, on Lake Ontario, for \$5; paying at these prices a better profit than it now sells for in the Atlantic cities. At Elmira, as will be seen by reference to a schedule in the Appendix, the price would be short of \$3; at Geneva, \$3 50; at Syracuse and other salt villages \$4; and so on at Rochester, Utica, Canandaigua and other large towns, so profusely scattered through Western New York—its prices would be in proportion to their respective distance from Elmira, and the price here stated for that place. Now, these are but little more than the average prices of seasoned wood in the towns mentioned; and the cost of preparing the wood for stoves and of additional attendance, is to be added to the account.

Including what would be used in manufacturing establishments, by steamboats, in smith's forges, and for the ordinary purposes of fuel, I feel the utmost confidence that not less than 500,000 tons of anthracite coal would, in a short space of time, find every year a ready sale in the region of country to which I have referred. A committee of the principal citizens at Geneva, published an estimate ten years since, in which the annual consumption of coal at the salt villages alone, is set down at 30,000 tons. There is now consumed in the salt manufactures of Syracuse and other salt villages, not less than 400 cords of wood per day; and it is brought, in some cases, a distance of twenty or thirty miles.

Nor shall the bituminous coal of Bradford county be left out of view. This coal-field is much less known than it deserves. Its position on the north-eastern verge of the bituminous coal region of Pennsylvania, within twenty-five miles of the State of New York is extremely favorable. The area occupied by it is not less than one hundred and fifty square miles; and intermingled with coal, are rich deposits of argillaceous carbonate of iron. I have often wondered that a region of this description, should as yet have escaped the eagle-eye of capital; and that it has not, long ere this, been filled with furnaces and forges. The coal of this field, for every purpose, is said to be equal to any bituminous coal in the United States. Compared with the ordinary English coal, it contains a much larger proportion of carbon; the former contains 58 per cent., while the average of the Towanda coal is stated to be 68. The volatile matter of the latter, according to an analysis of Professor Johnson, is, if compared with most other coal, of the same variety, in this country; and adds another proof to the position taken by many geologists, that the quantity of volatile matter in bituminous coal, gradually increases as we advance from the Atlantic region, across and beyond the Alleghany, over the great coal fields of the western and north-western States.

In looking at the probable revenue of the North Branch Canal, one of the most important considerations which occurs, is that illustrated by reference to the map; and is also graphically sketched in an article from the Philadelphia North American, given in the Appendix to this Report. I refer to the extended and unbroken chain of canal navigation, of which it forms a central and waiting link; and the immense routes and inlets with which it will be connected. Short and isolated improvements are seldom productive; but always, in this country, as well as in Europe, long canals and railways afford the richest returns for the cost and labor of construction. If there be any exceptions to this rule, it is in regard to those lines upon which the coarser minerals are transported. Now it is upon these minerals—coal, salt, iron and gypsum, that the North Branch improvement will mainly rely. It has become common-place to refer to the extraordinary increase in the value of the stock of the English canals engaged in the coal trade. "All of them show an enormous advance, equal in some instances to five hundred per centum. In our own country, the Schuylkill Navigation, the Reading Railroad, the Delaware and Hudson, and the Lehigh canals, have all been constructed solely for the purpose of the coal trade of their respective regions. I may be allowed a brief comparison as to the cost of these improvements, and in some other particulars, with the work now under consideration. The first went into operation in 1828; the tolls received on coal the first year, amounted to only \$9,700. In 1841, after a steady increase each intermediate year, it had reached the sum of five hundred and fifty-seven thousand six hundred and eighty-nine dollars, thirty-nine cents! This improvement is 109 miles in length, costing \$4,801,270; an average of \$44,466 per

mile. The Reading Railroad, from the same coal region, cost in round numbers, \$9,500,000, or \$90,425 per mile; making the amount expended for the accommodation of the Schuylkill coal trade, \$13,301,270. Yet such is the enormous increase of this trade, both of these works will probably be productive investments.

The Delaware, and Hudson Canal was commenced in 1825, and finished in 1829. It is 108 miles in length, to which should be added a railway of 15 miles, having five inclining planes. These improvements cost \$3,910,688, an average of \$23,472 per mile. The amount of coal sent to market by this route, in 1846, was 224,121 tons.—The profits of this Company must be very great; and there are doubtless very good reasons why none of this stock can be purchased. I am aware that this company mines and markets its own coal, as also does the Lehigh Company. But it should be remembered, both Companies have repeatedly declared in their Reports, that could they be assured of a requisite tonnage furnished by others, they would abandon mining altogether.

The Lehigh improvements, (connected in the estimate for the purpose of illustration, with the Delaware Division of the Pennsylvania Canal as far down as Bristol, the whole distance being 152 miles,) cost in the aggregate, \$7,197,206—an average of \$47,340 per mile. By these improvements, 522,990 tons of coal were brought to market in 1846.

The length of the North Branch Canal Company's works will be 107 miles, costing to complete them, only \$1,106,000—\$10,336 per mile! And the seventeen miles in the State of New York, where no work has been done, will cost only \$20,000 per mile.

There is another particular in regard to which, I deem it fair to extend the comparison. In order accurately to compare capacity, as well as to ascertain the expense of transportation on canals, reference should be had to the amount of lockage. In length of time, (in the ordinary sense,) the Delaware and Hudson, the Schuylkill, the Morris Canal, and the North Branch improvements are all about the same; but reduced to a level, allowing twenty feet of lockage to be equal to a mile in distance, which is a fair ratio for crowded canals, the account would stand thus: The Schuylkill navigation is 108 miles long, and has 588 feet of lockage. Reduced to a level in the above mentioned ratio, and disregarding fractions, it is 137 miles. The Delaware and Hudson is also 108 miles in length, has 1037 feet of lockage; and is therefore equal to 161 miles of level canal. Bringing the Morris Canal into the same category—101 miles in length, with 1674 feet of lockage equals 184 miles of level canal. The North Branch improvement, say 108 miles long, has not more than 300 feet of lockage; extended by the same rule, its length is only 118 miles!

I will not take up time in pursuing this comparison with the Lehigh improvements. It must be sufficient for any farther illustration of the value of those canals in this country, which forms avenues for the coal trade, to advert to the Delaware Division of the Pennsylvania Canal, the only productive canal (regarding the original cost) belonging to the State of Pennsylvania. It would to-day, sell at public sale for more money than it cost the State; because it is a coal carrying canal, and connected with the coal region.

One of the most surprising features in the rapid progress our country exhibits in every department of human enterprise, is the increase in the consumption of coal; and especially of the anthracite coal of Pennsylvania. In 1820, there was taken from the Lehigh coal region 365 tons. Within the past year there has been taken from the same region over 520,000 tons. In 1823, the Schuylkill coal trade amounted to 6,500 tons. In 1846, it had reached 1,300,000 tons. The aggregate increase in the whole State, is in the same ratio. From 365 tons in 1820, it has amounted to upwards of two millions four hundred thousand tons in 1846. The increase of the last year over that of 1845, is 370,000 tons, and the supply is short of the demand.

It would swell this report beyond any reasonable limits, to refer in detail, to the trade in iron, salt, plaster and lumber, which the North Branch improvement would facilitate, and which would add largely to its revenue. It must be obvious to every reflecting mind, that an immense increase in the sale of Pennsylvania iron would result from the completion of this work. We could send bar and pig iron from the Susquehanna valley to Buffalo, at a less price than it now costs there, brought from Lake Champlain, a distance of three hundred miles; and we could also supply all the country intervening between the Susquehanna and Lake Erie in the State of New York. There being no duties charged on American iron in the Canadas, we might enter even into those markets. I have been assured by a gentleman residing in the part of the State of New York to which I refer, himself engaged in the iron business, and well acquainted with the subject, that not less than 40,000 tons of Pennsylvania iron would find an outlet annually, through the North Branch route. The boats taking coal and iron to this region, would almost uniformly find return freight in salt, plaster and water lime. On the Schuylkill, on the Lehigh, very little return freight is afforded. All the country contiguous to the Susquehanna and its branches, would derive their supplies of salt, plaster and water-lime, from the State of New York, through the Susquehanna and North Branch improvements.

I cannot conclude this general view of the probable source of the revenue of these improvements, without referring to the fact, that lumber will be for many years an important article of transportation. The citizens of the Northern counties in their memorial to the Legislature in regard to the completion of the North Branch line, say—"could those who are thus engaged have an easy and safe transportation to an uniform market, (instead of depending upon the cold and dangerous freshet of the spring,) without hazard of life or loss of property, they would convey their lumber seasoned and seasoned, to the most commanding market. Had the canal been completed during the last season, we hesitate not to say that the State would have received sixty thousand dollars in tolls from lumber which lay over, in consequence of no June freshet last year; and a large portion of which is now lost forever to the enterprising and hardy owners, by

unprecedented high water. It is estimated in the same memorial, that 60,000,000 feet of lumber annually descend the Susquehanna; and that "the value of shingles manufactured, is rather more than one third that of boards." Some idea can thus be formed of the amount of tolls which may be received on the North Branch, from the single article of lumber. The sum estimated by the intelligent authors of this memorial, is, of itself, nearly sufficient to pay the annual interest of what it would cost to finish the canal.

Taking into view the peculiar advantages which the work in question will possess, the extent of country it will penetrate, the immense chain of canal communication it will unite—the valuable character, and variety of trade for which it will form an avenue, I am inevitably led to the conclusion, that it will almost immediately become one of the most productive lines of public improvement in the country; and that in a very few years after its completion, will be crowded with all the tonnage it will bear. I regard it as an opportunity to capitalists of a safe and proper investment, such as is rarely to be met with: and as a Pennsylvanian, I regret extremely, the necessity which compelled the State to part with it. I thus speak confidently and earnestly, after the full reflection and most careful examination of the subject in every form.

Respectfully submitted, WILLIAM B. FOSTER, Jr., CIVIL ENGINEER. HARRISBURG, January 20th, 1847.

FROM THE ARMY!

From the Public Ledger, Late from Mexico.

General Scott at Puebla, awaiting Reinforcements—No Quorum of the Mexican Congress—Mr. Trist with Gen. Scott—Every Avenue to the Capital fortified—Obstinate Resistance to General Pillow's Advance—His Loss Severe—American Prisoners at Liberty in the Capital.

WASHINGTON, July 15th, 1847.

By the arrival of the Steamer Alabama, the Picoayne has direct advices from the city of Mexico to the morning of the 26th ult, and Puebla to the 30th. Gen. Scott still remained at Puebla, awaiting the reinforcements on the road, under Generals Cadwalader and Pillow. The news from the Capital was indefinite. General Scott states that he had informed the Mexican Government that Mr. Trist was with him, and authorized to enter into negotiations of peace. Santa Anna had vainly endeavored to procure a quorum of the members of Congress to consider Gen. Scott's proposition.

It is supposed that General Scott will have to march into the city to secure peace. The censorship of the press prevents the knowledge of what measures of defence are contemplated. Santa Anna was to leave in three days from the 30th.

It is stated that every avenue to the city is fortified, but the success of the Americans was not doubted. Gen. Pillow, it is said, had to contest the road with Guerrilla parties until beyond Cerro Gordo. They took advantage of every defile to arrest his progress. His loss is said to have been severe.

The Government of Puebla has been entrusted to Col. Belton, of the 3d artillery. General Alvarez was at Alixco on the 14th June, with 300 cavalry.

The American Star of Puebla says there is three month's provisions for our troops in the city, and that the fields around supply the necessary forage.

A Mexican has been detected by his countrymen while on the way from the Capital to Puebla, with drawings of the different fortifications around the capital. He was tried and sentenced to die, but escaped.

The Mexicans use every means to induce our men to desert and then use them shamefully. A party of eight Americans, not connected with the army, left Puebla for a hacienda on the road to Mexico, to purchase mules, encountered a party of lancers, and could not escape and were forced to fight them. All the Americans were wounded and it is supposed one was killed. Five are believed to have been taken prisoners.

A letter from Mexico to the American Star, says the American prisoners were at liberty, and no one troubles them. The writer sees Major Gaines daily.

The decree ordering the Americans away had not been extended to them. It is believed they had been re-incarcerated at Santiago. Mejors Gaines and Borland may be at liberty but doubtful as to the rest.

The Prefect of Puebla recently decamped to Alixco, with all the city funds. Perry's expedition to Tobasco was entirely successful.

A rumor was current at Vera Cruz on the 1st, that Gen. Scott had entered the Capital, and that General Pillow had been captured by the guerrillas. The former is false, and no faith is placed in the latter.

STEAMBOAT DISASTER.—AN EXTRA of the N. O. Commercial Times, of the 30th ult, says:—"We learn from the officers of the Missouri, that the steamer Star Spangled Banner, Capt. Pence, struck a snag on the 29th inst., near Thomas' Point, 10 miles above Baton Rouge, and sunk in a few minutes. Four or five persons drowned.—A great portion of the cabin baggage saved—nearly all else a total loss. The cabin floated from the hull, with a number of persons on it, and was landed some eight miles below.

A portion of the Third Indian Regiment was on board, bound home. Also, a large number of German emigrants, who by this account are left quite destitute. A fireman named Chas. F. Miller, was kicked overboard by a horse, and drowned, near Bayou Goula. The St. Mary brought from the wreck some one hundred passengers, and landed them at Baton Rouge.

TWO MEN DROWNED.—On Saturday last, John Sourbeck, of Dauphin, and Thomas Graham, of Newport, Perry county, were drowned in the river at Dauphin, (a small town above this,) while on a fishing excursion. Sourbeck leaves a wife and fourteen children to mourn his untimely end. Graham has left a wife and three children to regret his loss. The bodies of the drowned men have been recovered.—Harrisburg Union.

if this canal had been finished and in use, it would not have sustained damage, by this extraordinary flood in the river, to the amount of \$600, throughout its entire length. This is an important fact in reference to this improvement. While the Delaware Division, sixty miles long, was damaged to the amount of thirty thousand dollars, here we have a line of ninety-four miles, so located and thus far constructed, as to be secure from the highest flood that has occurred within the past sixty years.

Another important fact in reference to the cost of completing the North Branch Canal should not be omitted in the present view. The lands to be occupied, have nearly all been released to the Commonwealth, for the use and occupancy of a canal, to be constructed by, or "under the authority of the State of Pennsylvania." This item, often a vexatious and costly one in the construction of public works, is nearly out of the question so far as concerns this work. The few remaining cases, where releases were not obtained, present no serious obstacle in the way of its progress; as the desire of the citizens and owners of lands along the line of this improvement is so strong for its completion, that I do not apprehend the least embarrassment or difficulty from this source.

THE UNFINISHED LINE IN NEW YORK.—The connection of the North Branch Canal with the Chemung Canal of New York at Elmira, being essential to complete the entire line of inland navigation, from Tide water to the great Lakes, and without which the advantages to be derived from the former will be but partially realized.—I have deemed it not improper to briefly notice this work, although not embraced in the charter of the North Branch Canal Company. A survey for a canal from the state line to Elmira, in pursuance to an act of Assembly of the State of New York in 1839, by Joseph D. Allen, Civil Engineer, and an estimate of its cost made at the time, and submitted to the Board of Canal Commissioners of that State. I have before this report of Mr. Allen, in which the distance between the dividing line of Pennsylvania and New York, and the termination of the Chemung Canal at Elmira, is stated by him at seventeen and 32-100 miles—the Lockage seventy-five feet, and the estimate cost three hundred and forty-seven thousand six hundred and five dollars.

I have myself, recently examined the ground along the valley of the Chemung, surveyed by Mr. Allen, and found it very favorable to the construction of a canal. I have also examined the estimates made by him for that work, and have no hesitation in expressing the opinion that they are ample for its completion.

Laws for the incorporation of a company to construct this connecting link, as also that by the north-east branch of the Susquehanna with the Chemung canal at Binghamton, a distance of forty miles, have been lately passed by the Legislature of New York, containing very liberal provisions; and no doubt is entertained that one of these connections will be made, as soon as the North Branch Canal Company shall have finished their work.

If, however, neither of these connections should immediately be prosecuted, the North Branch Canal Company should not be deterred from pushing vigorously forward their project; as without either, they would still have a most valuable auxiliary in the New York and Erie Rail Road, now in progress, located within a few rods of the canal, at the State line, and provisions has been secured by law, for connecting with it.

Having considered the condition of the work, and the cost of completing it, I shall now proceed to a brief

GLANCE AT THE REVENUE.—The tonnage upon which it must depend for its maintenance, and for producing dividends to its stockholders, will be chiefly mineral, viz. Anthracite and Bituminous Coal, Iron, Gypsum, Salt, Lime, Staves and Heading, Miscellaneous Freight, may safely be calculated upon; but before remarked, the chief dependence of large remunerating dividends, must be a mineral tonnage which it is destined to bear.

The Wyoming coal region is so well known, that it is scarcely necessary to do more than to mention here, that the thickness of the veins, the quality of the coal, and the facilities for mining and shipping it on the canal, are not in any respects exceeded, if equaled, in any other coal region in Pennsylvania. Indeed, as placing these superior advantages beyond all possibility of doubt, it is a fact, that no inconsiderable quantities of Wyoming coal are now carried over three hundred miles, to tide water, and go into the market of the Atlantic cities, in competition with coal transported from other regions, but half that distance from the sea board.

If, by opening an avenue from this region, northward, where no other work can possibly enter into competition, (by the terms of their charter, the North Branch Canal Company have the exclusive right to the valley of the Susquehanna, and no such rivalry as that now going on in the Valley of the Schuylkill can spring up,) if, by opening such an avenue, a market can be found for 200,000 tons of coal—it is easily demonstrated, that in this one article, we have a sure and reliable tonnage, sufficient to produce eight per cent. upon capital necessary to complete the work in question. In my judgment, the consumption of the anthracite coal in the manufacture of salt, in iron foundries and other manufactures, and for domestic purposes, throughout the country bordering on the lakes, west of Utica, inclusive, would amount to much more than this; leaving out of the estimates the quantities to be shipped at Oswego and Buffalo for the markets on the lakes, in Canada, and for the use of steamboats. An interesting fact is mentioned by S. W. Roberts, Esq., in his Report to the Managers of the Schuylkill Navigation Company, made in 1845, that he had seen burning in a steamboat on the St. Lawrence, Pennsylvania anthracite coal, brought by sea from New York; and that it was preferred to the coal brought from Wales. By the North Branch Canal, when completed, Wyoming coal can be delivered on Lake Ontario, for less than \$5 per ton; how much would then be brought from Wales and New York, by sea?

Dr. F. L. Harris, of Buffalo, in a recent issue states that "about 1000 tons of anthracite coal was consumed in Buffalo last winter, at prices varying from \$10 to \$11 per ton." Several hundred tons were shipped to the West, some of it as far as Chesapeake. When Ohio (bituminous) coal is em-